

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY USSR (Black Sea)

REPORT

SUBJECT Information on Ports and Ships in the Black Sea

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1.

reports on ports in the Black Sea

Except where noted, these contain miscellaneous observations including information on port clearance procedures, port facilities, and naval and merchant ships sighted.

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2. Five poor quality photographs taken in the harbor of Batumi

S-E-C-R-E-T

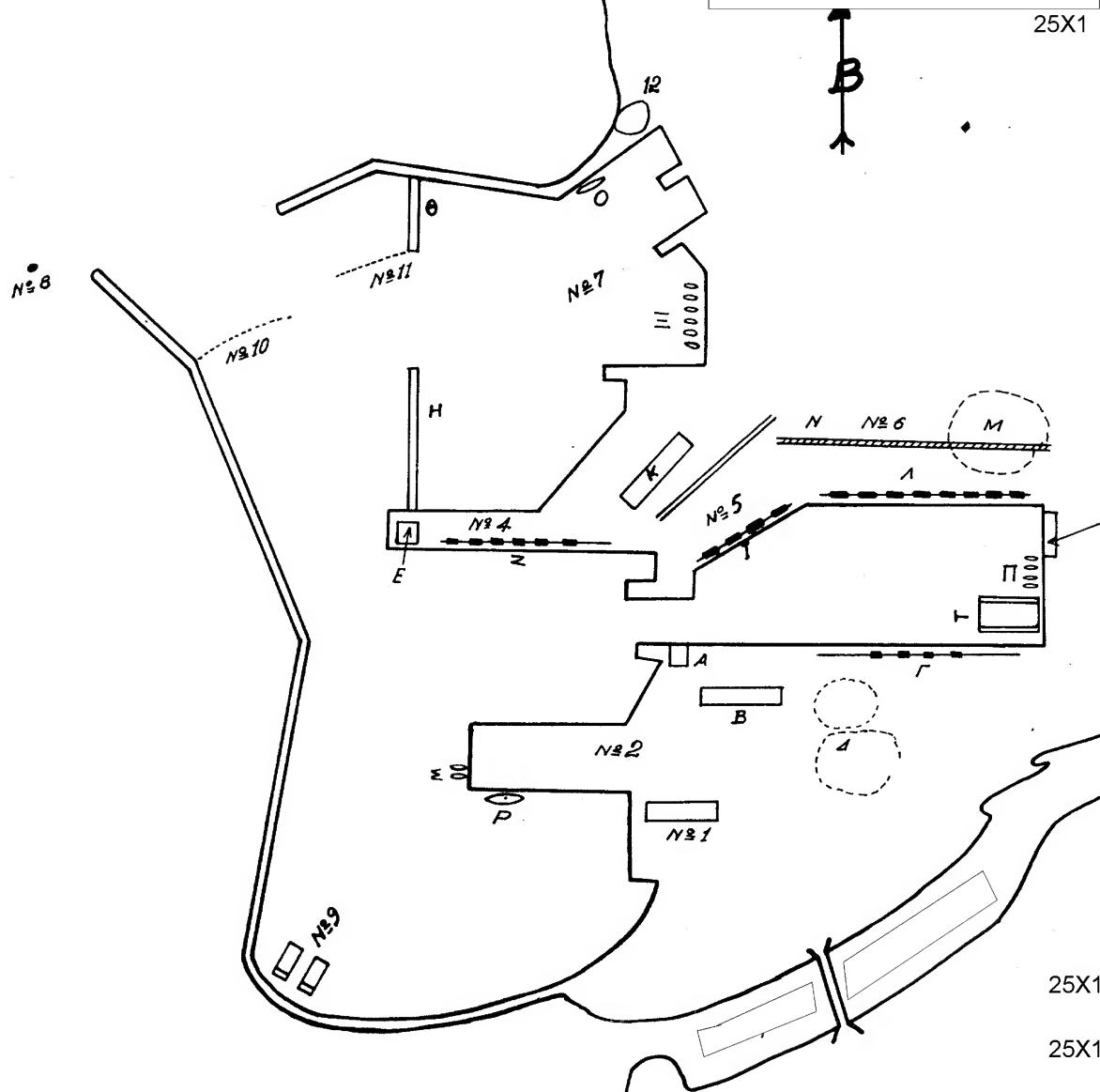
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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
(Note: Washington distribution indicated by "X"; Field distribution by "#".)																			

INFORMATION REPORT INFORMATION REPORT

1 BLACK SEA

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1 - PORT ORGANIZATION

This is not a port but a town situated at some point on the river just as it was before the war.

- a) There are no piers and only two wharfs where a ship up to 1500 tons can dock.
- b) There is one small silo.

RAILROAD NET: There is a complete railroad net along the length of the wharf's for transporting ores and coal.

2 - PORT EQUIPMENT

- a) There are no land cranes.
- b) There are two floating cranes which are electrically operated and have a power of 3 tons.

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- c) No water (supply) installations were observed.  
d) No shipyards were seen.

3 - PORT NAVIGATION

- a) No barges were observed. There were many river-boats, with and without engine, whose cargo capacity ranged from 500-2000 tons.  
b) There were three or four tugs.  
c) There was enough port labor. All of them were men who came from the area. Their work was not satisfactory.

5 - PORT ACTIVITY

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- a) There was not much merchant ship activity going on. [redacted]  
the stored stock of ores and coal was quite large and it presupposes the arrival of many ships.  
b) No warships were observed.

6 - [redacted]

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7 - No unusual protection for the port was observed.

8 - [redacted]

There was

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enough food and clothing of good quality and in quantity.

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Batumi

The loading was performed by 6-ton electrically operated cranes on land. The cranes moved on iron wheels. There are many such cranes at all the wharfs. The loading of the 4200 tons of manganese started at 1000 hours on 28 November 1956 and ended at 2330 hours on the same day. [redacted]

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The work was satisfactory.

PORT ORGANIZATION

- a) [redacted]  
b) There were many piers and wharves which are capable of receiving many and large ships in good condition. [redacted]

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PORT EQUIPMENT

- a) (Land cranes were mentioned above.)  
b) A 15-20 ton floating crane was observed.  
c) There are many spouts installed at the loading zones from which water runs for 24 hrs.  
d) There is one shipyard at the Naval Station which only serves the Fleet's ships.

3 - NAVIGATION

Various river-ships of various capacities were observed. There were various tugs of various horsepower to serve the ships and they served them satisfactorily.

- 4 - Only men worked aboard the ship. The women operated the cranes.

5 - PORT ACTIVITY

- a) A great deal of activity was going on. Most of the ships were Soviet ships.  
b) Many warships were observed. They were mainly light vessels and surface vessels which were in port and they sailed outside port as well.

- 7 - Nothing unusual was observed for protection of the port.

8 -

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Morale is quite high. There is relatively an abundance of clothing and the local people were well dressed. No political discussion was heard. they were quite free.

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3. An iron drydock was observed at the harbor dock.

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Fishing ships were being built or repaired on the West side, outside the harbor.

There were no warships observed. Only two minesweepers were observed when the ship was leaving the harbor. One was behind the other in the gulf and they were minesweeping towards DOOB.

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[redacted] many soldiers and sailors in town but few officers.

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I- ORGANIZATION

1- Petroleum pier which has four places for loading, on each side . There are six 8-10 inch pipes.

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2- There is a wharf at the little gulf which forms here.

3- Three or four kilometers from the shore of the river, there were 25 large fuel tanks which were painted aluminum.

B- WARSHIPS

4- No warships or submarines were observed in this area, (OLD PORT).

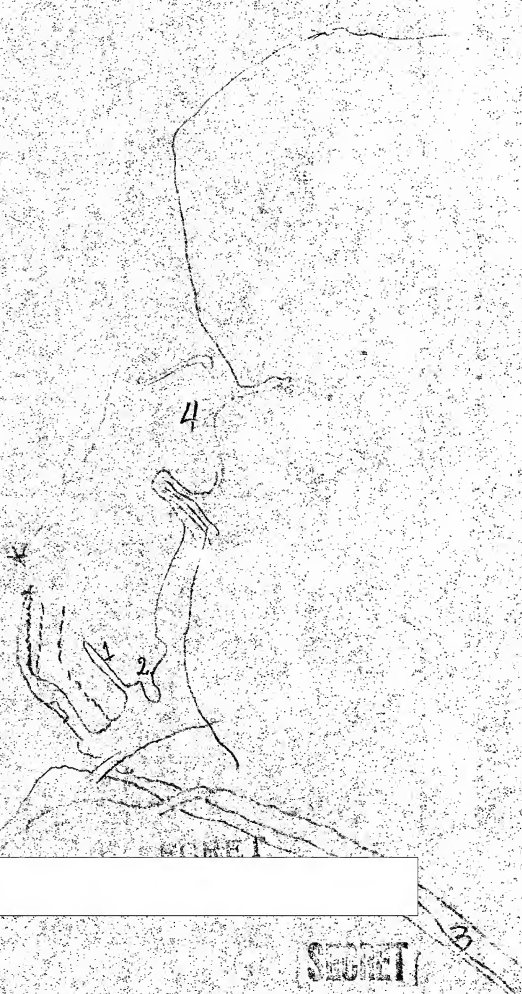
III- MISCELLANEOUS

When the ship was at the entrance to the harbor, it kept an  $186\frac{1}{4}^{\circ}$  course which is the alignment mentioned on the chart. The same course was followed when the ship departed.

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[REDACTED]  
25X1GENERAL INFORMATION *K. Benson*I - ORGANIZATION

- 1 - Three drydocks were observed in the sea area of this port. One of the drydocks was completely finished and the other two were having their side walls built.
- 2 - Two shipyard grids were observed here. There was a ship being built on the one towards the shore but, it will be some time before the ship will be finished.

[REDACTED]  
25X1

- 3 - This pier has been well built as far as the SILO. The road from point "a" where the ores are unloaded is paved up until point "b" where there is a turn. Only the SILO area is wooden.

[REDACTED]  
25X1II - ISLAND OF NIKOLAYEV

- 4 - Lighthouse observed here.
- 5 - Mole which protects the shore across from the island.
- 6 - Artificial quay for small and auxiliary ships of the Fleet. Details are missing due to the great distance. The ships are painted grey. At point "γ" on the quay and within the area of the natural elevation of the island, there were drawer-like doors observed.

[REDACTED]  
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[REDACTED] 25X1

[REDACTED] There is always a guard on duty at the location  
near the fans who is always on the move. The guard belongs to the Fleet. 25X1

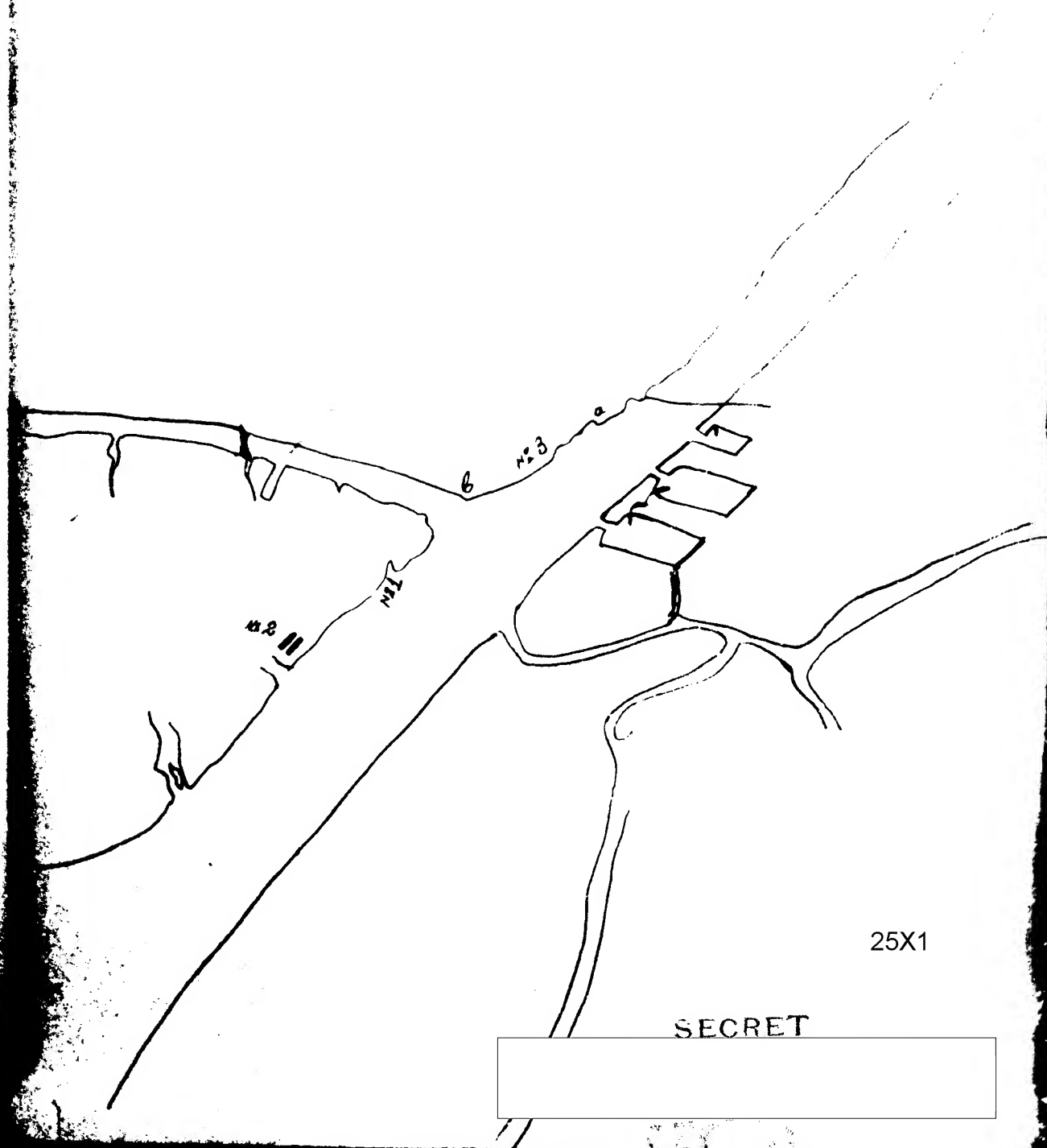
III - GENERAL

[REDACTED] they are building a modern port between ODESSA  
and NIKOLAYEV. The location of the new port is about 50 miles away from ODESSA.  
It is being built on one hand because of NIKOLAYEV's shallow waters and, on the  
other hand, because of the congestion at ODESSA. 25X1

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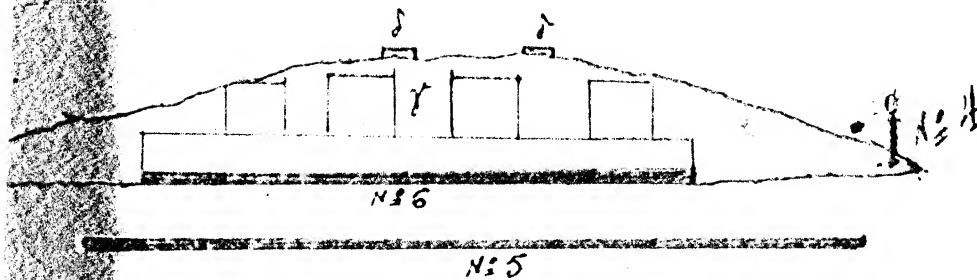


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GENERAL INFORMATION

2.

I - ORGANIZATION

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1 - Petroleum pier having a length of 1000 feet and a width of about 50-60 feet. The pier is a wooden one. There is a railroad track on the west side which did not have any cars on it except for a small one which is used to carry implements and supplies. The oil supply pipes are underneath the wooden pier. There are two locations for loading which are at a distance of 200 feet apart from the mole, one is on the left and the other is on the right. The pipes do not come out but the valves are connected with the rubber hose by means of a trap door.

Water supply can be had from this pier. [redacted] the water is more 25X1  
for fire purposes. [redacted]

[redacted] No restoration work is going on here. 25X1

2 - Location where the ships go for repairs.

II - ANCHORED SHIPSa) MERCHANT SHIPS

25X1

[redacted]  
[redacted] a Soviet tanker of  
18000 tons was leaving the port loaded daily. [redacted]

[redacted] a 28000 ton ship (tanker) left with destination Vladivostok and [redacted]

[redacted] Soviet tankers in the 25X1

Aegean [redacted] were going down loaded and returning empty.

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-2-

In general, the tankers were loading gasoline, fuel oil, and crude oil. Six passenger ships were observed in port in addition to the tankers. They came at night stayed 24 hours, and left again. **SECRET** 25X1

b) WARSHIPS

[redacted] a warship tied to buoy which was located between a lighted buoy, which flashed a white light every 5 seconds and a green light at the entrance of the port exactly where the green light of alignment and another green light is located, point X.

It should be noted that the lighted buoy and the searchlight indicator in [redacted] handbook has different characteristics than those observed. 25X1

The above mentioned warship was a SPARY DECK type. It had the prow upward and inclined. The stern was absolutely vertical. The warship had two smokestacks of the KOTLIN CLASS (page 20 in the special book). It had two masts with 2 or 3 legs of which the one at the stern was towards the prow of the stern smokestack. The bridge of the warship was oval at the prow and square at the stern side. It had two successive turrets which were square at the stern and semi-circular at the prow. The first one, the low one had one gun and the other had two. It was not confirmed if they were also used as anti-aircraft guns because one of the turrets had an opening which would allow the gun to shoot upwards. The base of the barrel of the gun was covered. Both of the turrets had a spherical device at the top, right from which binoculars protruded, one on the left and the other on the right. The total length of the binoculars (both) did not cover the horizontal diameter of the apparatus. There were two similar turrets at the stern. The one below had one gun and the other had two. These also had a similar apparatus at top, right, as described above. Iron wheels were observed beyond the stern turret on deck at a height of about 15-20 centimeters above it. There was nothing on the wheels. Torpedo launchers were observed along the length of the ship between the prow smokestack and the stern's mast. 25X1

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[redacted]

one torpedo launcher or many. It was not observed if it was turned towards the right or left. There was nothing on top the torpedo launcher. The one which was observed was empty. Light, rapid firing guns were observed on the bridge. They did not have a long, anti-aircraft barrel. It was also observed that the rapid firing guns could be fired from the shoulder. Similar guns were observed near the stern's mast. A large rangefinder (sic) was observed on the bridge which was twice as large as the one (apparatus) mentioned above. It was located above and sternwise of the bridge. The rangefinder (sic) had slender antennae on its surface in addition to the binoculars. Two or three antennae were observed. The binoculars were at about 2/3 the height of the rangefinder (sic) and both binoculars were at the same level. The height was enough to allow one man to stand upright. The prow's mast had a MARCONI type radar. The base of the radar could not be seen. [redacted] An apparatus similar to the electric heater "ILIOS" was observed on the bridge below the radar antenna. The back part of the apparatus was netted and the front part had no wires. There was an object in the center of the round disc of the netted part which looked just like that of the heater. [redacted]

25X1

[redacted] The difference was that this object protruded from the center of the round disc and was based on the center of the curved side. Neither the above apparatus nor the radar were observed in operation. An apparatus like the one below, (See diagram in the original), was observed at the end of the Prow's mast. A SEA GULL type radar was observed on the prow's mast. [redacted]

25X1

25X1

[redacted] It was in operation constantly and it was turning a complete circle. It was a netted radar with transverse antennae, three on the back view of the same length and vertical antennae of unknown number. The base of the radar was square, (closed box), No direction finder was observed. [redacted]

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The warship remained in port four days [redacted] and then left at night to go on manoeuvres. [redacted] a target left the port before the warship did. The ship did not return but the target did a day later. The warship carried the following flag. (See sketch in the original.)

25X1

The crew was Soviet. [redacted] orders given in Russian when the warship was departing. There were also small airplane life saving ships observed which left port in the evening to go on patrol in twos or threes.

The target was wooden and it was circumferenced by 10 masts of 10 meters each. The sails of the masts were white and wrapped. [redacted] not observe any submarines.

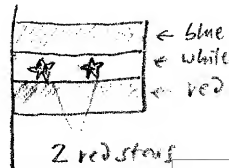
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III - NAVIGATION

4 - A 50 ton floating crane was observed at this location. It was not moving [redacted]

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Flag on warship:



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15 JUN 1957



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8.

*Odessa*

I - ORGANIZATION

A - Ten 10-ton cranes were observed at this pier. They were electrically operated and they had a winding drum and cable. They were Soviet manufactured cranes as indicated by the plate on the cranes.

This pier is destroyed at point "a" and they have placed wooden boards (sic) in order to accomodate the loading and unloading of the ships there. They are piling dirt where the pier is destroyed.

B - Pier where 5 ten-ton cranes were observed as well as two railroad tracks. One of the railroad tracks run underneath the cranes. These cranes do not communicate with the ones at pier number "A". No restoration work was observed.

II - ANCHORED SHIPS

a) MERCHANT SHIPS

1 [redacted]  
2 [redacted]

25X1

3 - Location where a Soviet passenger ship was. It was being repaired inside for about three months. [redacted] many laborers and technicians coming and going. In 25X1 the beginning of January, the passenger ship was at location "a" where it was taking 25X1 off concrete ballasts which were being placed at the pier.

The [redacted] tanker, [redacted] was inside the mole. It was having its engine re- 25X1 paired.

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[redacted]

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- 2 -

There were some small, 1000 ton Soviet tankers in the same area. They were low and wide. They were like river ships. They can also be used for sailing in the Black Sea. Some of them operated by Diesel engine and others by steam. See diagram below: (See original).

- a) Bridge
- b) One mast
- c) Forecastle
- d) Smokestack twice as large as the bridge. It operated by diesel engine. The smokestack was small.

b) WARSHIPS

[redacted] a small ship [redacted] 25X1  
[redacted] was coming from the direction of Kherson. [redacted] 25X1  
[redacted] It was traveling over 50 miles (per hour)(sic). Due to the ship's speed, [redacted] could not observe whether the ship had torpedo launchers or not. 25X1

Two destroyers of the RIGA CLASS were observed outside the port. [redacted]

[redacted] These anchored warships had an inclined prow and stern like the SKORI CLASS. 25X1  
They also had a forecastle. These destroyers had an aerodynamic smokestack which inclined towards the prow. They had a cover like those of the SKORI CLASS. They had two tripod masts and two or three RADARS like the RIGA CLASS. [redacted]

A small submarine was observed coming out of port [redacted] The submarine was about 15 meters long, dark grey and it had one, aerodynamic turret. The submarine did not have any antennae or gun. [redacted] the submarine is a "pocket" submarine and it only launches torpedoes. On the submarine there was a sailor at the prow, two at the stern, and three on the turret. The sailors on the deck of the submarine reached the height of the turret. The sailors at the turret could be seen from the waist and up. No object was observed on the deck. The prow had a shape similar to M 31 [redacted] But it was low. Its stern was slightly above the water. In-

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III - PEIDONISI

[redacted] ship passed the island from the east and at a distance of about one mile  
25X1

[redacted] observed the following on the island:

1 - RADAR observed at the right of the Lighthouse coming from Odessa. (See diagram in the original).

a) Roof of a building which has been constructed purposely to place the RADAR.

b) Pole about 20 meters high.

) The length of the RADAR's frame is about 20 meters.

) The height of the RADAR's frame is 4-5 meters.

The RADAR's frame is solid. When it is making the 360° turn, it is covered by an arch from the searchlight and cannot be recognized easily.

2 - Another RADAR located to the left of the searchlight. It is of the KNOFERIST type.

[redacted] The RADAR is located on a pole of about 15 meters high.  
25X1

This radar was not observed being in operation.

3 - Six wireless posts. Description of these posts was not possible.

4 - Buildings in the middle of the elevation of the island.

5 - There is a highway on the southwestern part of the island upon which a military vehicle was observed.

6 - Camouflaged cannons were observed at the peak of the island and around its periphery.

When the ship was passing the island, it was asked its name and, in English, "What ship?"  
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[redacted] there  
are Russians on the island and that it was a Soviet base.

[redacted] a small warship, KODOR type, [redacted] anchored there.

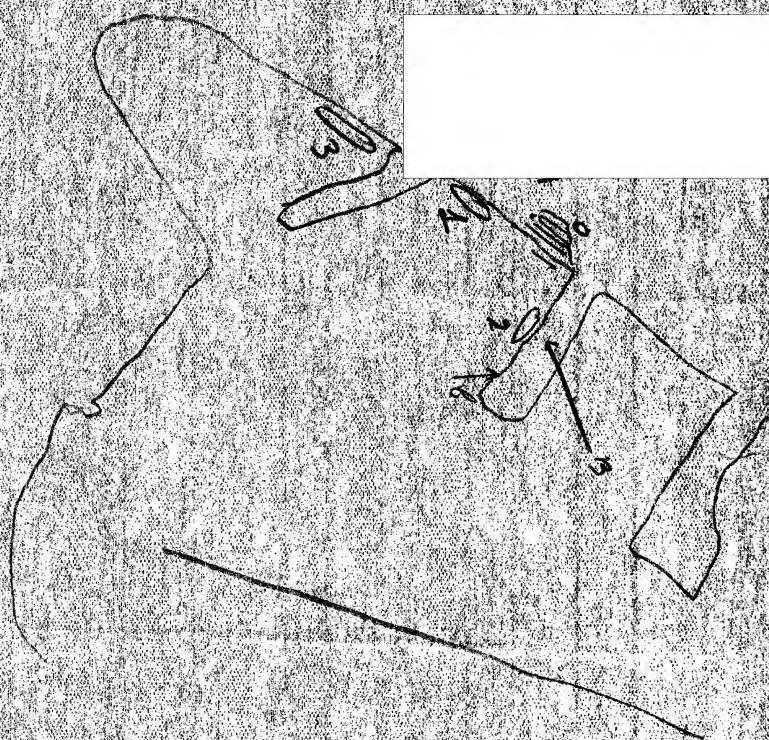
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GENERAL INFORMATION

KHERSON

I - ORGANIZATION

- 1 - SHIPYARD area. There were two shipyard grids. At point "a" on one of the grids was a new tanker almost completed. All the superstructure works were completed as was the bridge located in the center and the smokestack which was at the stern. [redacted] 25X1
- [redacted] at the other grid point "b", they were building a 3500-4000 ton passenger ship. [redacted] many port holes and alterations in the middle of the ship. [redacted] it was a passenger ship. 25X1
- 2 - Location where the ships are launched. Doors were observed at point "γ". The prows of the ships were at the door.
- 3 - Location used for anchoring ships.
- 4 - Location where small buildings were observed which evidently belong to the fuel services.
- 5 - Location where a small factory was observed. It had two smokestacks whose height was about 25-30 meters high and about 50 centimeters in diameter. Black smoke was emitting from them constantly. [redacted] 25X1
- it is probably used to heat the fuel tanks.
- 6 - Fourteen fuel tanks observed here. The largest of the tanks was larger than the SHELL. They were painted with aluminum. Two small, wooden piers "δ" and "ε" were in front of the tanks. [redacted] 25X1
- 7 - Another sea area north of the shipyards.

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8 - At the first loading location for freighters, the pier is destroyed for a length of 20 meters and 4-5 meters deep. The wharf's wall has not been repaired. They have placed posts and planks instead. They are piling dirt at the inside area. No work was observed being done in that area [redacted] 25X1

The depth in this area is 14 feet. A weight is placed inside the ship during loading time so that the ship will be away from the pier. 25X1

## II - NAVIGATION

9 - Location where two cement drydocks were observed. They were newly built. Ships up to 10000 tons can drydock there. It is not sure whether the drydocks will stay there permanently or whether they will be transferred elsewhere. In any case, their molds have been taken away.

10 - Location where another drydock was. It too was of cement and for ships of 1500 tons. The area is used to anchor ships (point #3). Ten 1000 ton ships were observed loaded. In any case, no loading or unloading was observed. 25X1

[redacted]

## IV - NIKOLAEV ISLAND

[redacted] not observe any radar on the island except for a searchlight at the western tip which emitted a white light. [redacted] 25X1

[redacted] Further to the right, about 20 meters, there is another searchlight at the peak of the elevation. This one gives a red light. In the past, this has said to be a radar. It is on a netted post, 50-60 meters high. 25X1

[redacted] this light in operation [redacted] at night. 25X1

[redacted] not see the top of the post turning during the day. The top of the post is round. 25X1

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[REDACTED]

There is a breakwater located on the northern side at the same height as the white searchlight, which extends for about 40 meters. There are about 20 tunnels along the length of the northern side. They are about 2 meters high and 1 meter wide.

About ten wooden poles about 10 meters high are located on the northern side running from west to east. [REDACTED]

[REDACTED] 25X1

A torpedo boat was patrolling the island [REDACTED]

[REDACTED] The boat had two torpedo launchers [REDACTED]

[REDACTED] it had a torpedo launcher on the sides, sternwise to the bridge. It also had a SKIN HEAD RADAR No. 3. [REDACTED]

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[REDACTED] 25X1

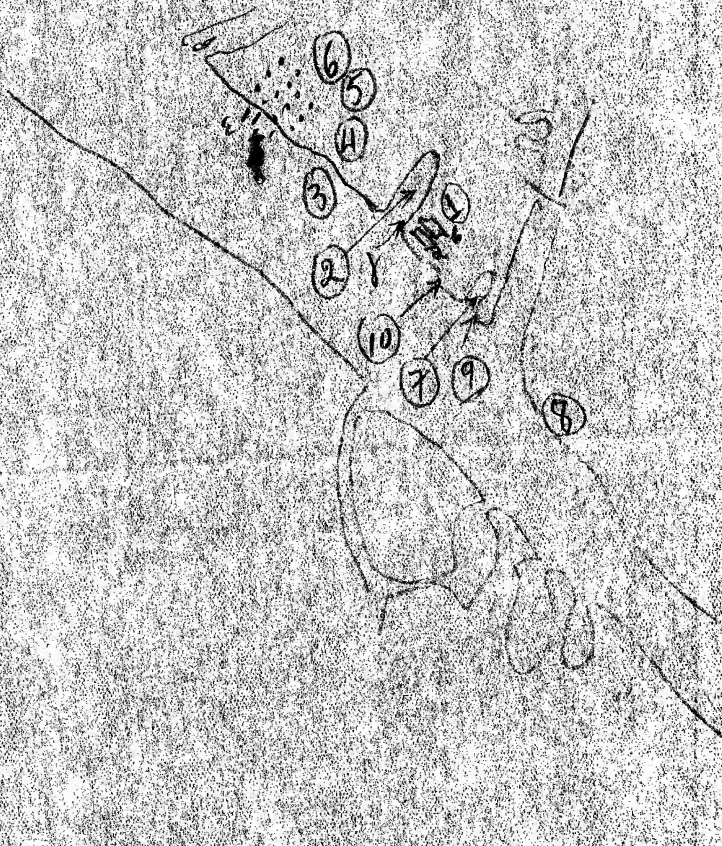
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[REDACTED]

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[REDACTED]

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25X1

25X1

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[REDACTED]

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The locations across from the Winter Basin (where the loading and unloading takes place) can dock 5-6 ships of medium capacity. The depth across from the river is 23 feet at the most.

#### Warehouses

There are three warehouses by the loading and unloading locations. They are about 50 meters long, and have tan roofs. Open areas with coal, especially ore, were observed beyond the above mentioned warehouses. Ammunition depots or other war materials were not observed.

#### Cranes

There are five electrically operated cranes which move on iron tracks along the length of the loading and unloading locations. They have a hoisting power of five tons. There were two new ones being assembled. There were also many petroleum operated cranes of five ton hoisting power. They were installed on slips for loading at sea.

#### Service Buildings

There is a large building near the confluence of the Dnepr and Koshevaya Rivers. It houses the Port Authorities, Customs, <sup>Health Authorities</sup> ~~Police~~ and Pilot Station.

#### Silo Installations

There are large silos next to the loading and unloading locations. They <sup>provide</sup> ~~handle~~ 500 tons of grain per hour. Two ships at a time can load at these silos.

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CONFIDENTIAL

**CONFIDENTIAL**Port Workers

[REDACTED]

The number of workers at the port is sufficient. They work in 8 hour shifts. ~~They work~~ There are quite a few women who work as signalers, small tug pilots, on tractors etc.

Lit Buoys

There are several lighted buoys aligning posts along the length of the river for safe passage.

Transportation Facilities

On the left bank and along the length of the loading and unloading locations there is a double railroad track with many branches.

Floats

There are two silos installed on slips in addition to the silos on land to serve the ships. There is a large floating crane with a hoisting power of over 50 tons. These cranes are tugged. There are five new diesel operated tugs in the port. They have a 700-1000 HP and have reinforced prows and are used as ice-breakers on the river. They are not more than 2,000 tons.

Merchant Ships

[REDACTED] three new Soviet ships with medium capacity, and a Soviet passenger ship were observed in port.

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12.  
SUBJECT: Port of Kherson.

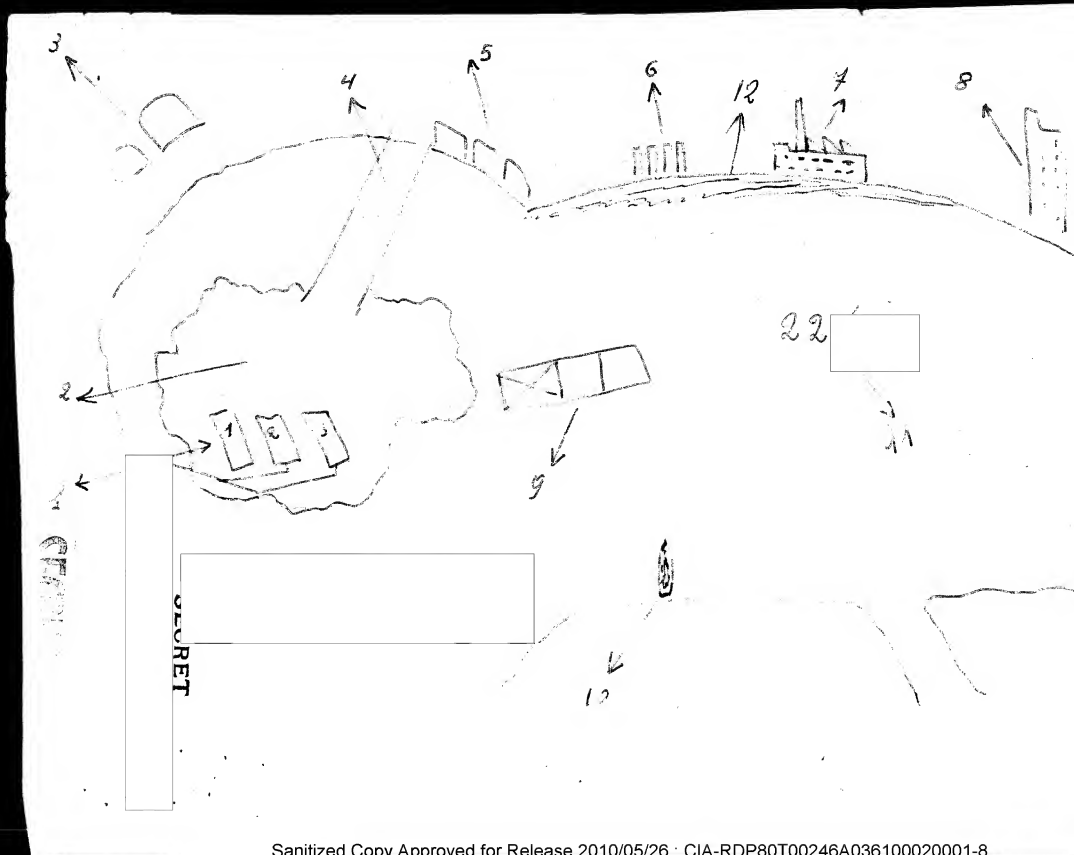
- 1- Shipyards
- 2- Small island
- 3- Petroleum docks
- 4- New bridge-rehouses
- 5- Roofed storehouses
- 6- Ten cranes
- 7- Electric power station
- 8- Silo
- 9- Drydocks
- 10- Warship
- 11- Depth of the port-22 feet.
- 12 Location where ship docks

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Piers and Quays

A- Fuel pier whose length is about 2000 feet and width about 400 feet. ~~The surface is dirt.~~

6. ~~The quay's wall does not protrude.~~ It is made of stone blocks. The dimension of each block is approximately 1-1 $\frac{1}{2}$  cubic meters. The depth along the length of the pier is estimated to be over 30 feet.

Four large ships, up to 450 feet each, can dock at the above mentioned pier at one time. In other words, there is a loading location every 500 feet where supplies sections are. There are four such supply sections. Six pipes were observed along the length of the pier and at about the middle. They were painted black and had a diameter of 10-12 inches. They were covered with asbestos. These pipes reach as far as 600 feet from the end ~~mloe~~ of the pier.

At each location where the ships dock, there are six branches coming from the 6 main ~~pi~~ pipes. The above mentioned pipes can provide various times of liquid fuel.

The connections do not have any special color to indicate what kind of liquid fuel is in the pipe. The distance between the first and last connection at the same dock location is about 4 meters.

A Soviet ship of 22000 tons loaded at one location inside of 12 hours. ( Number of connections used not designated. )

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The following were observed on the same pier:

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- a) Unassembled crane.
- b) Three rolls of wire netting. When extended, its diameter was 25 centimeters and the

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25X1

2

thickness of the wire was .01 meters. There were buoys near the dam. Evidently, it pertained to a dam at the entrance of the port.

c) The guardhouse is provided with a telephone apparatus.

d) Inspection guardhouse. [ ] all the fishing craft first stopped there and then went to their location for anchoring. 25X1

e) Small, stone-house comprised of one room. It has an iron door which is always locked. It is unknown for what it is used.

The pier has abundant lighting. The lights are on poles.

B- Wharf which forms a 45° angle with pier A. Two, 20000 ton ships can dock here. A loaded tanker was observed having arrived at location. 25X1

C- Another tanker was observed at this wharf.

D- Another wharf [ ] a continuation of wharf "C". Only passenger ships were observed docked here. 25X1

E- Location where the fishing crafts dock.

Z- Pier made of stone blocks of 1-1½ meters where the inhabitants go for a walk.

The COASTING HARBOR was being deepened. [ ]

#### CRANES

Four to five electrically-operated cranes which moved on iron wheels were observed.

[ ] ( Pier D. )

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#### STOREHOUSES:

Throughout almost the entire length of the pier (D), there were storehouses with tin,

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3

II- FLOATS

Four to five unused iron tugs were observed in port. They had diesel engines. No floating cranes or dredges were observed. 25X1

III- SHIPYARDS

Two small drydocks were observed near the NAVAL BASE. There were two small ships being built on them. The superstructure of the above mentioned ships were being constructed. The launching from these drydocks is made from the prow.

IV- WARSHIPS

25X1

Three tri-mast Soviet sailboats were observed at the roadstead of the port. They were probably training ships.

Four small, iron coastguard ships were observed at the NAVAL BASE. They had two guns at the prow and two at the stern. They also had a vertical antenna. No other warship or submarine was observed. 25X1

V- MERCHANT SHIPS

In general, there <sup>were</sup> always 2-3 Soviet tankers at the fuel locations.

At the guardhouse inspection (station), ( pier "A", point "d" ), there were 3-4 fishing ships. They were old and wooden. They were about 25 meters long and they were ill kept. 25X1

The Soviet oceanliner, "MOSKWA" arrived <sup>ship is SSR</sup> and docked at wharf "D". It brought about 200 passengers. Most of the passengers were old men, women, and children. 25X1

a Soviet freighter was departing. It did not have the usual grey color but, black. The hammer and sickle was not painted on the smokestack's band but, screwed on it and it was made of metal. The freighter was about 12000 tons. 25X1

VI- MISCELLANEOUS

25X1

An iron-netted pole was observed at "C" which is located about 2-3 miles west of MUS BURUNTABIYA. The pole was about 25 meters tall. There was an object on it but, it could not be distinguished because it was too far away. 25X1

SECRET

4

[redacted] the refinery installations are to be expanded and [redacted]

25X1

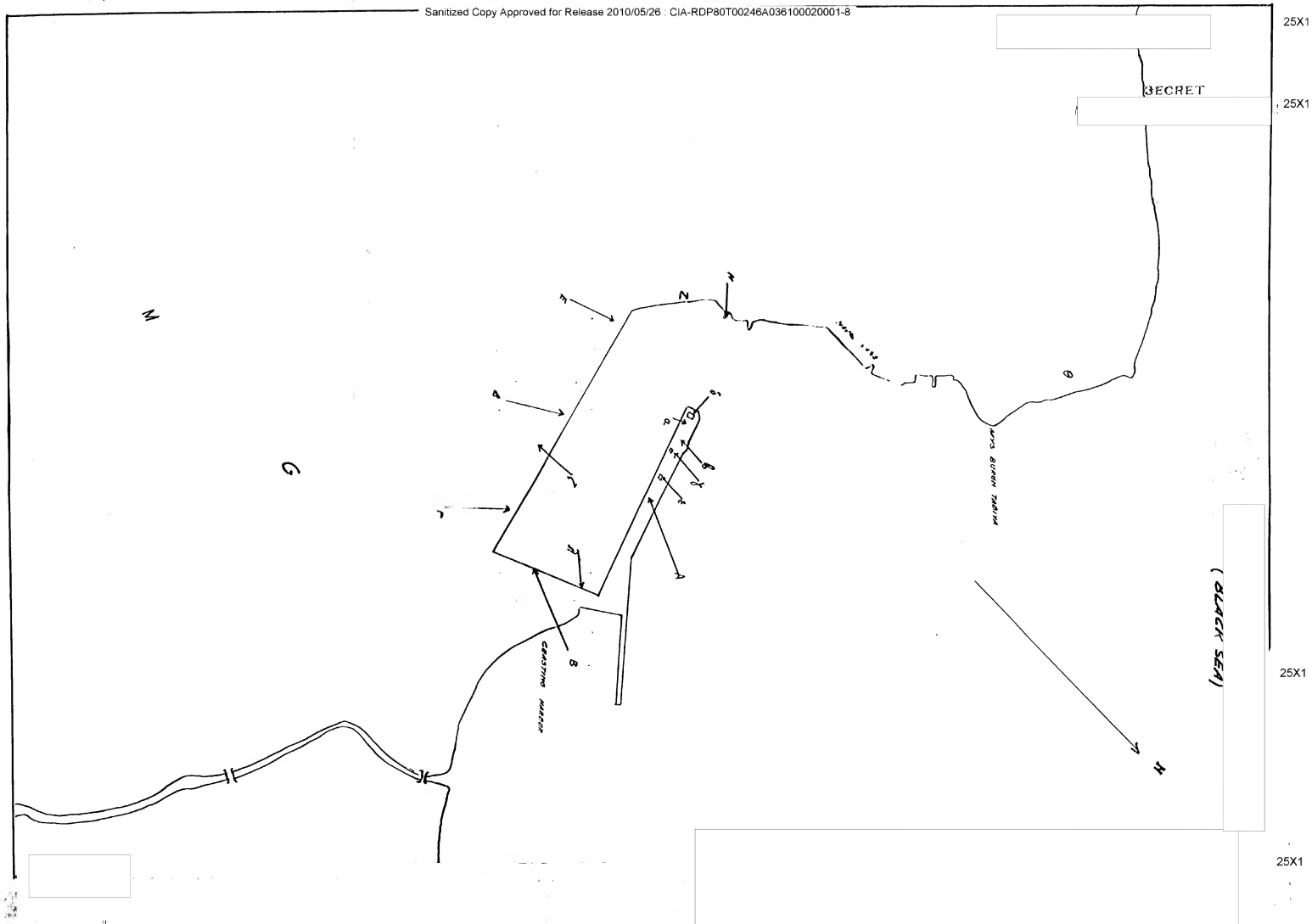
a new port is going to be built at the COASTING HARBOR.

Small houses were observed at location "M", at the top of the hills. [redacted]

25X1

25X1

SECRET



25X1

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ship

outside subject port

ob-25X1

served five torpedo boats of 600-700 tons each heading East. They were about 3 miles away

25X1

two torpedo boats of 100 tons

They were travelling at

a speed of about 45 miles (per hour ). They were coming from the direction of

Novorossiysk and heading East. The above mentioned torpedo boats

25X1

had no masts. The entire torpedo launchers could be

25X1

observed and they looked like the EX ITALIAN TYPE or the EX GERMAN type.

25X1

a small torpedo boat entered port. It had a green flag with a

red hammer and sickle, and a star on a square white background at the upper left. 25X1

(See JANE'S page 300, COMMODORE). not recall if it had a blue

25X1

stripe beneath the white section.

SECRET

-2-

25X1

[redacted] in the CHANAK KALE area and [redacted] 5 Soviet fishing ships of

250-300 tons each which were sailing towards the Aegean. These ships had no radar, but only a direction finder. They were of the Dutch type.

25X1

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a) PIERS

- 2 - A pilot station was observed at location "A" and piles of coal and bauxite at "Δ" location.
- 4 - Coal pier. An observation (post) was observed at location "E". At location "H", on the northern side, there is a small mole of about 100 meters under construction and a mole of 50 meters at location "Θ" across from it.
- 5 - The depth of the water at this wharf comes to 28 feet.
- 6 - Piles of manganese at point "M" of this wharf.
- 8 - Lit buoy which flashes a white light every 10 seconds.
- 10 - 11 - Wall buoys at the entrance of the port.
- 12 - Location of a building which looked like a turret (or a tower).

b) CRANES

Four electrically-operated cranes having a hoisting power of 12 tons each are located at "Γ".

There were 6 electrically operated cranes having a hoisting power of 12 tons at location "Z" at pier #4.

Four cranes were observed at wharf #5 having a hoisting power of 10 tons. They were at location "I".

Eight cranes were observed at location "Λ" at pier number 6. ~~SECRET~~ them were 10 ton cranes and the other four were 5 ton cranes.

25X1

SECRET  
2

c) STOREHOUSES

There were storehouses at points "B" and "K".

25X1

d) RAILROAD NET

Wharf #5 and wharf # 6 at point "N" had double track rails.

II- SHIPYARDS

3- Careening place. Inside, there were buildings which housed small repair crews.

III- NAVIGATION

There were two minsweepers on drydock at the same time at location "T".

Two floating cranes of 100 tons were observed in area number 9.

IV- WARSHIPS

Warships were observed at the following locations:

25X1

Ξ . Six identical warships, probably of the RIGA CLASS, were moored here.

0- One docked submarine.

Π- 4 destroyers

P- One warship

Σ - 2 minesweepers

25X1

25X1

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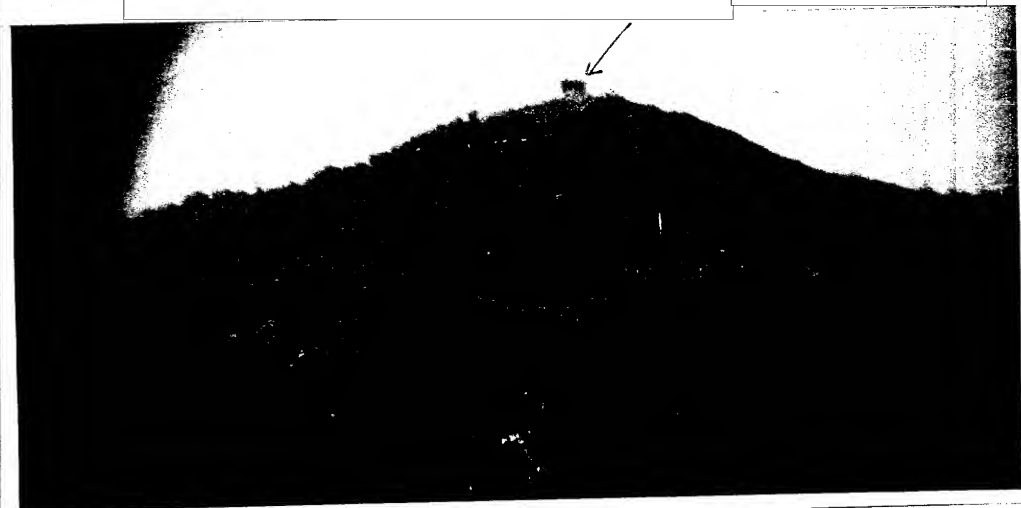
TIN ON PIER D.

1



25X1

31N USSR GEORGIAN SSR BATUMI 42 16 N 42 42 E  
SMALL HOUSE ON TOP OF HILL OBSERVED AT LOCATION M ON MAP



3

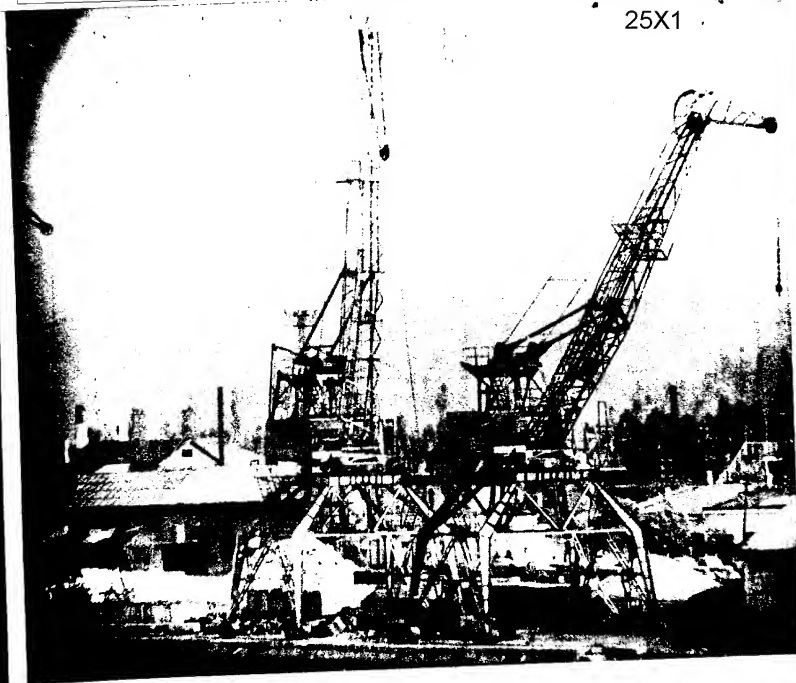
31N USSR GEORGIAN SSR BATUMI 42 16 N 42 42 E  
ELECTRICALLY-OPERATED CRANE ON PIER D.

25X1



ELECTRICALLY-OPERATED CRANES AND WAREHOUSE WITH TIN ON PIER D.

25X1



31N USSR GEORGIAN SSR BATUMI 42 16 N 42 42 E  
FACTORIES AT LOCATION G ON MAP (CIA 288364).

25X1

